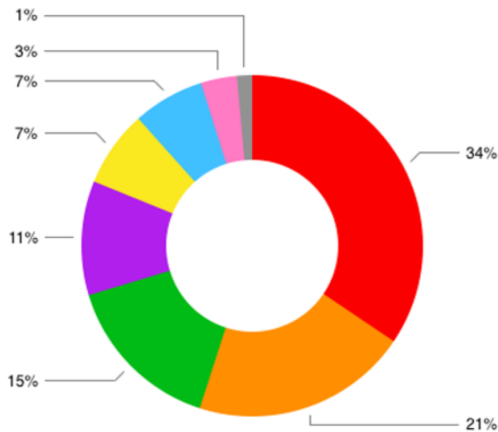


Online Survey Results on NE 43rd Street Improvements

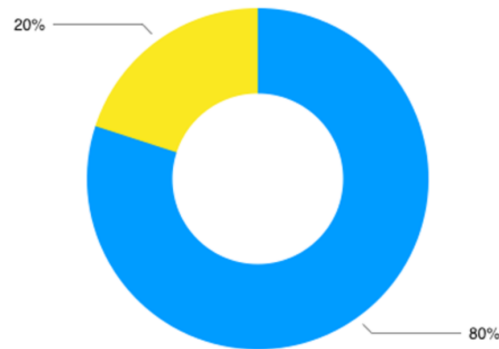
Survey open from August 13-31, 2019 at <https://www.udistrictmobility.com/43rd-survey.html>



What are your priorities for the re-design of NE 43rd Street?

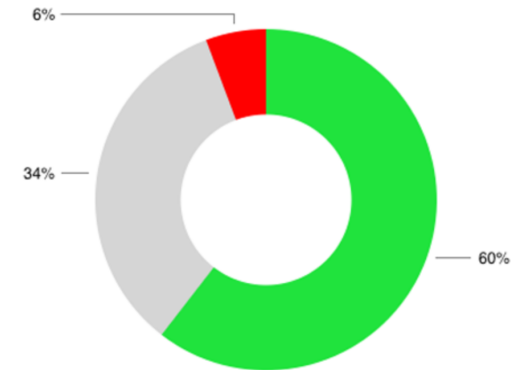
- Widened sidewalks to accommodate projected 24,000 daily commuters
- Safe bike lanes with direct access to the light rail station
- Street trees and well-maintained, urban landscaping
- Outdoor café seating for local small businesses
- One-way, westbound bus service stopping at the light rail station
- Ability to close street for mid-week farmers market and festivals
- Bio-retention areas for stormwater runoff in the street
- On-street parking for non-commercial vehicles

Top three priorities were polled from each participant, weighted and summed: first x 3, second x 2, third x 1



Which street can provide the most efficient transfers between buses and the light rail station in most directions?

- Brooklyn Avenue NE (two-way transit service)
- NE 43rd Street (one-way, westbound transit service)



Should the public right-of-way of NE 43rd Street be employed to reduce the 5-acre deficit of public open space in the U District?

- Yes
- Not sure
- No

In coordination with the public open house hosted by the Seattle Department of Transportation to present the 30% designs for the re-build of **NE 43rd Street**, we hosted a concurrent online survey to solicit feedback and revisit the priorities from our community-driven mobility plan, completed last year. The **210 results** of the survey are summarized below, with the full report of the survey comments, available for download.

The clear priority for this improvement project is for **widened sidewalks** to accommodate the projected 24,000 daily commuters to/from the U District light rail station, scheduled to open in the Fall of 2021. The second priority is for **safe bike lanes** with direct access to the station, and the third priority is for **street trees and well-maintained urban landscaping**.

It is important to note the overwhelming preference for locating transit on Brooklyn Avenue NE by **80%** of respondents, for the most efficient transfers between buses and the station, although it is just outside the scope of the NE 43rd Street project. **Buses on Brooklyn** is supported by 21 organizations already. A supermajority of **60%** favor using our public right-of-way in the street and sidewalks to address the 5 acre (2 city block) deficit of public open space in the U District.

We encourage you to compare the results of this survey with the distillation of community input, as summarized in the U District Mobility Plan. For your reference, you can download a copy of an excerpt of this plan, focused on NE 43rd Street, at [udistrictmobility.org/43rd](https://www.udistrictmobility.org/43rd).

Online Survey at udistrictmobility.com/43rd-survey.html

Date Submitted	1. What is your FIRST priority for the re-design of NE 43rd Street?	2. What is your SECOND priority for the re-design of NE 43rd Street?	3. What is your THIRD priority for the re-design of NE 43rd Street?	4. In your opinion, which street can provide the most efficient transfers between buses and the light rail station in most directions?	5. Should the public right-of-way of NE 43rd Street be employed to reduce the 5-acre deficit of public open space in the U District?	6. Please share your comments on the re-design of NE 43rd Street, as proposed by Seattle's Department of Transportation (above)?	7. Please share your comments on the re-design of NE 43rd Street, as proposed by the U District Mobility Plan (above)?
08/13/2019 01:11pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		Grateful for solicitation of comment, thought regarding all aspects of the impact of the light rail and the public hearing tonight.
08/13/2019 01:17pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Would be best if both directions were protected for people biking. And why do we need car access at all? Make it car-free (and then you won't need bike lanes at all).	This would work very well if the street is bus and bike-only.
08/13/2019 02:37pm	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	NE 43rd Street (one-way, westbound transit service)	No	way too much landscaping that impede pedestrian movement. Lane too narrow to bypass disconnected trolley bus. Bike-lane is unnecessary when it doesn't connect to anything	SO MUCH BETTER! Street that prioritize pedestrian movement is a must. Bicycle and bus should still be able to go through this stretch with ease.
08/13/2019 03:18pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	It is irritating to see buses on Ne 43rd St. As far as vehicles are concerned, access should be limited to emergency vehicles and delivery vehicles to local businesses (maybe time limited).	While pedestrians must have priority, other non-motorized transport, such as bicycles should be accommodated and kept separate from pedestrians.
08/13/2019 07:34pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Private automobiles should not return to NE 43rd St. They survived for years without it. They should only be allowed where it is necessary to access the University Bookstore parking lot (until it is developed for a more appropriate use).	I prefer this plan because it seems to limit vehicle traffic to buses and service vehicles. The roadway leading to the bookstore parking lot should be a different color to signify that it is the only part of the street on which private cars can drive.
08/13/2019 09:07am	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes		
08/13/2019 10:09am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Not sure		
08/13/2019 10:16pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Like the dedicated but me lane. . Is this able to be used for events? If so good bonus.	No bike lanes while I love to open aspect, public needs more visual cues and direction. Also people need painted pathways for traffic flow. Current example is pacific avenue pedestrian overpass. Too many directions allowed for mix of pedestrians, bikers, and people just looking around. Appears like this would be ideal open space,
08/13/2019 10:27am	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Safe bike lanes with direct access to the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	Preference is for alternative #2, to accommodate pedestrians, cyclists, and bus commuters, and delivery vehicles for this particular section.	Appreciate the idea of really trying to accommodate pedestrians and encouraging more public transport over cars. Remember to consider what the future may hold in terms of other motorized transport like scooters, and other electric devices being used more and more.
08/13/2019 10:29am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Generally strong proposal using landscaping to separate traffic from pedestrians, but the landscaping is given far too much width. The street trees should be retained, but in smaller and narrower greenspaces to allow more room for pedestrians.	Another strong proposal, with more conservative greenspaces around the street trees. However the pedestrian space lacks clear separation from transit.
08/13/2019 10:41am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	I like the amount of greenery, but the divided lanes for different modes feels confusing.	I enjoy the open plan with the more permeable divisions between pedestrian and car/bike lanes.
08/13/2019 10:49am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Yes		Yay walkability and no cars
08/13/2019 11:02am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Cars should not be on 43rd at all. Buses should access the station via Brooklyn. 43rd needs to be a space for people walking and biking.	This is far better than the SDOT proposal. However, buses should not utilize 43rd. Bus access should be via Brooklyn.
08/13/2019 11:05am	Bio-retention areas for stormwater runoff in the street	Outdoor café seating for local small businesses	On-street parking for non-commercial vehicles	Brooklyn Avenue NE (two-way transit service)	Yes	Ok	Meh

08/13/2019 12:00pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	Combined bike/car lane is not ideal	Lack of clarity re. pedestrian, transit, auto & bike traffic. Looks pretty but I have no idea what's going on.
08/13/2019 12:01pm	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	No	right of way is too scarce to use on the drainage; the north sidewalk width seems overkill; the U Bookstore parking queue will impact transit flow; a bike facility could be located on NE 42nd Street; Brooklyn Avenue NE could have a bike emphasis.	the notion of "short term" transit is nonsense; the electric trolley bus overhead is a long term investment; the U District is an urban center shared by all in the region.
08/13/2019 12:19pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	No	Consider consolidating the bike lanes.	The consistent hardscape is clean and makes the space feel large, however, it is not clear where pedestrians, bicycles, and cars are designated. There should be more clear identification in changes in hardscape material and buffering to identify these shared users.
08/13/2019 12:43pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Why is there a car there? Continuous labeling is a little claustrophobic; would need miss block breaks.	Nice open feel to vegetation. That's a bus/bike only street I hope?
08/14/2019 04:30pm	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	It's critical to have two-way protected bicycle and scooter path. Electric scooters and electric-powered bicycles are going to be very popular in the area and need space fully protected from trucks and cars.	If there's going to be transit-only space it should be painted red and have a crossing gate or rising bollard to effectively reserve the space for buses and ADA vans.
08/14/2019 07:26am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Design as true shared street. Too much landscaping on a very urban street. No room for sidewalk cafes.	Yes! More of this! Love the curbless design. Sidewalk may need to be wider.
08/14/2019 07:26am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Design as true shared street. Too much landscaping on a very urban street. No room for sidewalk cafes.	Yes! More of this! Love the curbless design. Sidewalk may need to be wider.
08/15/2019 02:09pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	I'm concerned about allowing cars on the one block stretch. If it gets backed up, the route will become less useful for bikes and will hold up transit. The area is thriving currently without vehicle access. I don't see why it's even being considered.	This design is great, but it will be much less pleasant if cars are allowed on the street. See Bell St. for an example of how this space operates during rush hour. The area is thriving currently without vehicle access. I don't see why it's even being considered.
08/15/2019 02:10pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Mixing Cars and bikes westbound is a disaster waiting to happen. Also, without vigorous enforcement or physical barriers, cars will continue west to pick up/drop off in front of the station despite signage to the contrary. Why not make the entire street from 15th to the new station pedestrian and transit only?	This looks great, but see Bell Street as an example. Cars will drive here even with signs saying no cars. There is no need for cars on this corridor. Brooklyn will work fine for all vehicle/Uber/Lyft drop off/pickup at the new station.
08/15/2019 02:15pm	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	No cars! We don't need more roads that cars can drive on. Every other road is dominated by car traffic. We need bus, bike and pedestrian access. The bike lanes are great, but they need to be bike/bus ONLY. Don't allow cars please!	This is a lot like Bell Street in Belltown - where cars are constantly driving down because the road is so enormous. We don't want cars on NE 43rd St. We want bikes, buses, and pedestrians. I like how wide open it is but it's asking to be used by Lyft and Uber drivers or people dropping commuters off at the station. Cars can go on every other road in the area - they don't need to be on 43rd.
08/15/2019 02:22pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Not sure	This street between the LR station and the UW campus needs NO motor vehicle access. Please also do not attempt to mix cars and bicycles.	This is much better.
08/15/2019 02:44pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	As we have seen from the Bell Street curbless bus & bike-only re-design, cars disobey signage and use the street as a thoroughfare (I see this daily on my bike commute through downtown). The proposed design will not deliver the expected results when cars clog the bus & bike-only section between The Ave and Brooklyn.	Same comments as above, though I do appreciate the ability in this design for bikes to move around buses and cars when the street becomes clogged. To effectively transform the street we will need to disallow all private vehicles from NE 43rd street and put up "Do Not Enter" signs at 15th Ave NE and The Ave so that drivers are aware that they are not allowed on the street with buses and bikes.
08/15/2019 03:13pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	No vehicles please!! Really no added benefit to a car driving on this block and just an accident waiting to happen. There will be LOTS of pedestrians walking, so design the street for them.	No vehicles please (including buses)!! Really no added benefit to a car driving on this block and just an accident waiting to happen. There will be LOTS of pedestrians walking, so design the street for them.
08/15/2019 03:40pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	Make this design car-free and allow access for commercial vehicles only similar to Occidental Ave in Pioneer Square. Excellent opportunity for a people-focused connection between UW, Burke Museum, U District, light rail, and Roosevelt BRT. As this road has been closed for several years, it's clear that this area is not needed for private vehicles and it would be best used for people.	Make this design car-free and allow access for commercial vehicles only similar to Occidental Ave in Pioneer Square. Excellent opportunity for a people-focused connection between UW, Burke Museum, U District, light rail, and Roosevelt BRT. As this road has been closed for several years, it's clear that this area is not needed for private vehicles and it would be best used for people.

08/15/2019 03:47pm	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Pretty good but what about no cars, just bikes, buses, & feet?	needs a bike lane
08/15/2019 03:57pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	It doesn't seem entirely safe for bikes and cars to share what looks to be a narrow space.	No comments
08/15/2019 04:06pm	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	This street should not have space for motor vehicles. Why on earth would they need to be introduced here? Even "transit only" streets aren't transit only because of rampant negligent motorists. Please make this a public space with a clear bike path through it.	It looks pretty but it looks like there's still space handed to cars. What is so hard about thinking beyond the car? Let pedestrians thrive here, give them the whole space with a 10ft, bidirectional bike lane down the center.
08/15/2019 04:13pm	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes		No protected bike lanes but it's better to have green areas with pedestrians than many lanes of various types of traffic without expansive pedestrian areas
08/15/2019 04:17pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Mixed use space is fantastic but allowing cars would slow everyone down.	This one is much nicer looking. Free range to walk and cross. No curbs! No cars! It'll be more efficient for everyone walking and would add to the open public space in the u district.
08/15/2019 04:38pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	I think the lane should be bikes or public transportation only.	More seating areas would be nice.
08/15/2019 04:45pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes		
08/15/2019 05:08pm	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes	Sidewalks and bike paths not wide and distinct enough. Car in bike path is dangerous.	Good walkspace, seems like wide enough biking space
08/15/2019 05:20pm	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	a successful design MUST BAN CARS from this street to allow it to become a thriving space for pedestrian mobility and pedestrian oriented commercial activity. The presence of cars and buses on this street will degrade the utility of this design from both the perspective of safe and efficient mobility (especially for bikes) as well as the activation of a pedestrian oriented space.	a successful design MUST BAN CARS from this street to allow it to become a thriving space for pedestrian mobility and pedestrian oriented commercial activity. The presence of cars and buses on this street will degrade the utility of this design from both the perspective of safe and efficient mobility (especially for bikes) as well as the activation of a pedestrian oriented space.
08/15/2019 08:57pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	No cars. No busses. Just people powered.	No cars no busses just 5 people powered
08/15/2019 11:01pm	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Yes	Green space to sit and enjoy lunch. I work in the area and there is no place to go. Widen sidewalks and bike lanes are needed, no cars!!	Green space, widen pedestrian walkways and bike lanes is what is needed
08/15/2019 11:05pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	No	I like the safe bike lane and improved pedestrian access, however I'm concerned that cars will ignore signage and clog the street-- I see cars on that restricted few blocks on Bell all the time.	Please keep cars out. They haven't been driving through this street for years because of construction. We don't need to let them back in.. Please optimize for pedestrians and bicycles.
08/15/2019 11:14pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Why do we need cars on 43rd at all? Would prefer to see the whole street for just bikes and pedestrians.	I can't tell from the picture which street is 43rd, and which is Brooklyn.
08/15/2019 11:41pm	Bio-retention areas for stormwater runoff in the street	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	I'm not sure it should allow vehicles	This is my preference
08/16/2019 01:17am	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Still feels cramped and i don't trust drivers to pay attention to me on my bike	More open space is definitely helpful and this might even clear up sidewalk congestion!! Plus it's versatile and useful to folks without cars (like a lot of students and city residents)
08/16/2019 01:33pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	There is no reason that personal vehicles need to be allowed on this right of way. It also appears cluttered with relatively narrow areas for walking and biking.	This design appears much more open. If vehicle traffic on this street is minimized there will be plenty of room for bicycle traffic. There is also room in this design for cafes along the edges and the street could be closed and make a great area for a festival or farmers market.
08/16/2019 01:33pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	There is no reason that personal vehicles need to be allowed on this right of way. It also appears cluttered with relatively narrow areas for walking and biking.	This design appears much more open. If vehicle traffic on this street is minimized there will be plenty of room for bicycle traffic. There is also room in this design for cafes along the edges and the street could be closed and make a great area for a festival or farmers market.
08/16/2019 01:43pm	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes		This is much more appealing doesn't have over head lines.

08/16/2019 02:07pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Having cars and bikes share that narrow lane is ridiculously unsafe, especially given the amount of anticipated bike traffic with the station. This design seems confusing at best. Also having an unprotected bike lane next to the sidewalk is just asking for accidents as pedestrians frequently don't respect bike lanes even when they are protected and treat them as an extension of the sidewalk instead of a lane of active traffic.	This is a better idea if the street can be closed to all traffic besides transportation and bicycles.
08/16/2019 02:20pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	should remove cars.	
08/16/2019 02:46am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	On-street parking for non-commercial vehicles	Brooklyn Avenue NE (two-way transit service)	Not sure	I think this design would impede traffic. Cars will clog up the road looking for parking, and become confused by the single car lane. This is an intersection where people regularly circle the block looking for parking as well as post office access. Maybe it would be best to keep 43rd between University Way and 15th more automobile friendly. Especially since 45th and University is a no left turn intersection.	I can't even tell what area this is supposed to represent, but I'd imagine it would involve several more months (maybe years?) of construction, and wouldn't help car/bike traffic any. I think you could do better by leaving the existing roadway and making bike/foot traffic more accommodating from every direction surrounding the station. Maybe multiple entrances to the light rail like they have on Capitol Hill or the Westlake tunnel station would solve some of your projected foot traffic issues.
08/16/2019 02:53pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	Sharing a lane with cars discourages new cyclists who may be interested in changing their commute to a bike route to the new station. This lane will also at worst be clogged with car traffic, preventing buses and cyclists from making it through at a reasonable pace.	Looks good in most respects but car traffic will fill the space as long as there are no physical barriers. I bike to work on Bell street where cars should not ever enter, and regularly have to contend with car traffic despite the zoning.
08/16/2019 03:29pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	I think this design with some editing is a better one: 1) Both side of road instead of planting green and trees ?? one side we can design for pedlars and bicyclists ? ? and most importantly disabled on wheelchair. Other side we can keep for some ticket shop sale, schedule of public transports, important announcements, coffee shop or running escalators, or just plants and green . 2) Specially this place will need pick and drop off. If we provide shuttle service here that might not be comfortable for the travelers with disability and luggage to hop on back and forth from buses to shuttle with luggage unless they have a pick up facility free or very cheap from	This design looks more like a transit center, are we trying to create a transit center. 1) We need to remember this design is specially a design to smoothen the Station mobility and not paddlers or bicyclist's mobility - example from airport designs - pick and drop is important. 2) Paddlers , wheelchairs, and bicyclist can be limited to one side of the road and space available from other side can be utilized for the pick and drop - cars and shuttle zone only. 3) For farmers and farmer market that can always be moved to a different street location.
08/16/2019 06:26am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure		N/a
08/16/2019 06:45pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	I'd want to keep cars OFF 43rd street so that it doesn't get clogged w/ pick-up/drop-off traffic. This is hard to do without physical diverters - look what happens on Bell.	Looks great, the permeable barrier of trees is a nice touch. But unless we can get the state to allow automatic camera enforcement of that no-car zone, I'm concerned it'll be clogged with personal cars.
08/16/2019 08:14am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	1) The planted strip reduces the utility of the space by adding unnecessary barriers for people walking. 2) Cars should not be allowed to enter at all	1) Do not allow cars to enter this space. Otherwise, it's great
08/16/2019 09:45am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	This looks confusing to use. The car should be on the left side of the road and the bikes and people should be in the center and right.	This reminds me of how Pike Place Market feels in the summertime. Depending on what your goals are, it's very successful (or not).
08/16/2019 09:51am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes	Great design but mostly a street aimed at moving people.	This design clearly focusses an people spending time in this area and less in people moving
08/16/2019 10:07am	One-way, westbound bus service stopping at the light rail station	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Not sure		I like this plan but the roadway is too wide. It should only be wide enough for a bus and a bike lane, in order to reduce confusion for cars trying to use the bus only lane.
08/16/2019 10:07am	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Yes	NO CARS! NO CARS! NO CARS SHOULD BE ALLOWED, EVER! PEOPLE FIRST, WALKING, BIKING...NO CARS! NO CARS! NO CARS!	NO CARS! NO CARS! NO CARS SHOULD BE ALLOWED, EVER! PEOPLE FIRST, WALKING, BIKING...NO CARS! NO CARS! NO CARS! NO CARS SHOULD BE ALLOWED, EVER!
08/16/2019 10:16am	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Please remove the cars and buses and reserve it for people and low speed bikes! Cars and buses can go elsewhere. The U District needs more people friendly spaces.	Please remove the cars and buses and reserve it for people and low speed bikes! Cars and buses can go elsewhere. The U District needs more people friendly spaces.

08/16/2019 10:20pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	NE 43rd Street (one-way, westbound transit service)	Yes	I would prefer we close the street to cars. Pedestrian walkway, seating and bike parking should be the priorities. Car access not needed.	seems we should close the street all together. Pedestrians and cafe seating should be the priorities. Bus connections can happen on other streets.
08/16/2019 10:25am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	would prefer a dedicated bike lane in both directions.	given the amount of car traffic in the area, I doubt this would like as pictured in reality.
08/16/2019 10:36am	On-street parking for non-commercial vehicles	Ability to close street for mid-week farmers market and festivals	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	No		I like this design better
08/16/2019 10:36am	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes	This is a barrier to North south pedestrian travel, and it is unsuitable for street market events	Whichever 43rd St or Brooklyn ave ne ISN'T used for busses should be made a public square, with emergency vehicle access. Emulate the environment of Occidental Square
08/16/2019 11:08am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Private cars should not be allowed on 43rd. It will end up being like Bell St.	Busses should be eliminated as proposed in the plan.
08/16/2019 11:41am	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	There should be no car access: bikes, and pedestrians only!!	I like this choice
08/16/2019 11:56am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Looks good but make the bike lane wider and two-way (just reduce the landscaping width a bit) and get rid of the cars	No cars!
08/16/2019 12:21pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	No vehicles! This should be a nonmotorized corridor only that can also function as a festival street. Don't fall for the mistakes made in Belltown. Drivers -- especially ride share drivers -- will ignore signs saying do not enter. This road should not include transit for that reason. With the density of the U-District and University and the number of link riders expected to use the station, nonmotorized users deserve their own street. Stop delaying progress! This street is easy low-hanging fruit urban design to get right! Stop singing your praises about sustainability in the city when you can't muster the guts to do the truly sustainable design.	This is better, but there should be no buses because the city doesn't/can't enforce the vehicles that will ignore signs saying no local traffic. See my comments above. No buses but it means the inability to enforce local traffic from clogging the street. Unless you can design some bollards that are lowered when a bus approaches and raise once it passes through -- scanning something on the front of the bus... that's gotta exist somewhere. Right? Then I'm all for buses using this street.
08/16/2019 12:27am	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Will work if you divert cars elsewhere.	Nice option. Hopefully carless.
08/16/2019 12:30pm	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	The narrow, tree-lined street looks like it will calm traffic, which is good. Allowing cars will cause traffic jams when they stop mid-block to drop off and pick up riders.	Not pictured: traffic jam caused by drivers of single-occupant vehicles ignoring the "local traffic only" signage, like they do on Bell Street. This would work better if the street were closed to cars entirely.
08/16/2019 12:37pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	I like that there are trees and places to sit, however having motor vehicles on this street is not going to make it an attractive place to sit. Sidewalks don't look wide enough to accommodate the expects volumes.	Looks expensive to make a curbside street, but without the advantage of places to sit, or a nice place to sit (since buses are shown on the street). Just closing a street to vehicles makes a huge difference and doesn't need to be expensive - remember what Pine St through Westlake was like. Lots of people sat on the existing curbs to eat lunch.
08/16/2019 12:43pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	I'm concerned that if cars are allowed the light rail station, then uber/lyft pickups and dropoffs will stall the lanes, slowing down bikes and buses.	I'm concerned that if cars are allowed the light rail station, then uber/lyft pickups and dropoffs will stall the lanes, slowing down bikes and buses.
08/16/2019 12:43pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	The only well-served modality group using this design are pedestrians. The cars and buses do not complement this corridor very well. Buses and cars could conceivably and easily become congested, backing traffic into 15th. There should be a non-motorized design that can be a conduit between the University and the light rail station.	The re-design proposed the the U District Mobility Plan at least limits cars, but it doesn't prevent them. And, there's no guarantee cars won't enter and increase congestion in a tight space. Walking and bikes are the primary ways people move around campus and the light rail station corridor should complement that mobility trend instead of oppose that trend.
08/17/2019 02:24pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Why have local traffic? There's no point. Have them go around. There's just too many people going to the station	Better than car traffic, but no protected bike lane
08/17/2019 06:38am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		None
08/17/2019 09:55am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	While I enjoy how bizarre Seattle's infrastructure is, we probably shouldn't be making it worse	I like this, but only if there are bollards to prevent through driving. Would be a shame to have a repeat of Bell st
08/17/2019 11:50pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	There is no good reason we should allow cars on this part of 43rd. It is insanity that none of the options/questions on this survey have that as an option.	There is no good reason we should allow cars on this part of 43rd. It is insanity that none of the options/questions on this survey have that as an option.
08/17/2019 12:20pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Bad	Good

08/17/2019 12:34pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	Ban cars. Buses, bikes, pedestrians only.	Designated bike lanes, for the safety of pedestrians, please!
08/18/2019 01:58pm	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	This space should be free of private vehicles, other than human scale transport, e.g., those that you can lift over your head or carry up a flight of stairs.	It appears the U District Mobility Plan is the superior plan for this space. I grew up near this area. I have had friends maimed and killed by uncontrolled motor vehicle operators on the Ave. I hope you will try to improve the world that you find.
08/18/2019 08:59pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Why is a car in the bike lane?	how are cars kept out of this?
08/18/2019 09:16am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Not sure	- need westbound passing bicycle lane	- great
08/18/2019 11:22am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	I'm concerned about cars taking precedent over other forms of use (walking, biking and buses) and think a carless corridor would really benefit the area.	I prefer this to the other option, as I think it would make for a more welcoming and enjoyable environment for many reasons, but again am concerned about cars disregarding signage and interfering with efficiency of public transit, bike and pedestrian use. Stronger enforcement of designated no-car zone would be really beneficial.
08/18/2019 12:31pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	There should be no private vehicles in this street - pedestrians and bikes only, and buses if needed.	If no vehicles are allowed here (besides emergency vehicles) it would be great.
08/19/2019 01:01pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Why even allow cars at all? This would make a great transit-, bicycle-, and pedestrian-only street.	Looks fantastic. Excluding cars is a great idea. It would be important to ensure that bus reliability is still strong, though. If there were too many pedestrians and bicycles in the way of the bus, it would not be as reliable.
08/19/2019 06:30pm	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Prohibit cars. No need for them to be there. Kiss-and-ride activity will block the street and access for others. It's been demonstrated on Bell Street in downtown Seattle that "limiting" (as illustrated) cars does not result in reduction of cars. Prioritize cyclists and peds. Also, the cyclists	No motorized vehicles; i.e. buses and cars. Allowing buses will cause car drivers to think they can drive here.
08/19/2019 08:37am	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Yes	Looks good.	Looks good
08/19/2019 09:48am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	I don't like the landscape median or the car. Would prefer a more open space rather than channelized.	I like this concept. No cars (apparently), very open and pedestrian friendly with nice landscaping. However, the city of Seattle is incapable of closing a street to cars and parking so I have my doubts whether something like this will ever be implemented. Not sure how cars would enter/exit the U-Book Store parking lot.
08/19/2019 10:35pm	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	This is a seriously weird design. The sidewalks are narrow, the travel lane is narrow, and west-bound cyclists have to share it with cars (FYI they will weave around cars when they stop at the intersection). The two streetfrontages are very separated from each other in what should be a unified space.	I like this design. (It's also just a better rendering). There is ample space for people, both sides of the street are connected to each other creating a "room". The option for direct transfers to the station is preserved, which is a big deal for differently abled folks.
08/20/2019 01:05pm	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Yes	I like it generally. worry that cars would go too fast on such a narrow lane.	like it.
08/20/2019 01:37pm	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	Unrealistic	Looks appropriate to the neighborhood
08/20/2019 02:00pm	On-street parking for non-commercial vehicles	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	dislike	sorta like
08/20/2019 02:14pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	I like dedicated bike lanes. I like the trees and a single lane of traffic. Helps with traffic calming and the trees will provide shade. Wondering about water runoff...can't really tell in the drawing but looks like it'll accommodate	I like how pedestrian friendly it is and how open. Again, trees are great. Can't tell if this is two way transit only traffic? Like the idea of more pedestrian space and single traffic lane. Also wonder about stormwater runoff in this iteration.
08/20/2019 02:15pm	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	I dislike that there is a focus on commuting only in this image, the trees / gardens cannot be enjoyed, there is no cafes or places for people to use the space other than commuting	I prefer the more pedestrian friendly image in 7. Particularly the blend between space with cafes and trees and commuting space. Rather than making it only a road for commuting like in #6.
08/20/2019 03:11pm	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	No cars	Curbless sounds good, but no cars! Buses ok, and business access for deliveries outside of peak transit / pedestrian use.

08/20/2019 03:58pm	Street trees and well-maintained, urban landscaping	Bio-retention areas for stormwater runoff in the street	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	not sure what's happening here - is that a one-way road for motor vehicles or a bike lane in the center? I think the street should be closed to motor vehicles except for those needed for deliveries to local businesses. lots of trees and benches are good, wide sidewalks for pedestrians including people using wheelchairs and walkers are good. Would also like to see room for outdoor tables and chairs for local eateries. Need paths across landscaping.	I like the look of the warm color and bricks. Is this a pedestrian-only street except for one-way bus service? Would prefer buses on Brooklyn, pedestrians and bicycles only on 43rd. If this is a road, the sidewalks don't appear wide enough to accommodate all pedestrians including those using wheelchairs and walkers - that's a must. Designated bike lanes are needed, as are benches. How about sidewalk tables for local cafes.
08/20/2019 04:28pm	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	I like options 2&3 best. I like the dedicated bike lane. Option 1 would be OK too. It's a short walk from 15th to the LR station.	I actually like the ped. only plan. It's a short walk from buses on 15th to the LR station.
08/20/2019 04:40pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Not sure	cluttered, seems hard to navigate. Not aesthetically pleasing	I like this design. Much prefer this re-design plan compared to the first one above. Organized, intuitive, aesthetically pleasing
08/20/2019 06:09pm	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	NE 43rd Street (one-way, westbound transit service)	Yes	Please make it car free. More outside seating for local businesses.	Why is there a bus going through 43rd street? Need more native plants. Less impermeable surfaces.
08/20/2019 06:26pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	I'm confused about what kinds of transit go in which spaces & it seems too mixed up	This seems much clearer to me than #6
08/20/2019 06:57am	Ability to close street for mid-week farmers market and festivals	Ability to close street for mid-week farmers market and festivals	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	No	Great pedestrian and bike thoroughfare...cars can use NE 45th Street	No Vehicles
08/20/2019 07:21pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		difficult to say which plan would be better...
08/20/2019 07:24am	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	If the street will be used by both vehicles and bikes, maybe making the street restricted to public traffic should be placed. Leave the street open to bicyclists and transit vehicles (buses).	Same recommendation as before: available to buses, bicyclists and people. Restrict public traffic, allow commercial vehicles.
08/20/2019 07:41am	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	No cars	Nice
08/20/2019 08:00am	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	No		Curbless preferred. Also critical to keep trees trimmed so there is clear visibility north to south. Ensure proper lightening, this is currently very dangerous area with serious crimes occurring in the alley between University Ave and Brooklyn. You must clean up and improve the safety of those alleys and ensure safety to and from the train station.
08/20/2019 08:00am	Ability to close street for mid-week farmers market and festivals	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	I do not like this design as much as the one below. This seems to give the priority to cars, and I feel we have enough of that. I would like to see a more efficient and friendly use of the space that helps create more of a sense of neighborhood.	I prefer this design to the one above. I like the priority given to foot traffic and feel that this design creates a more cohesive sense of community for students, UW employees, businesses, and the public.
08/20/2019 08:01am	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Get rid of the cars -- there is nowhere for them to park anyway	That would provide a welcome binding between the UW and the light rail
08/20/2019 08:10am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	Love the wide sidewalks and dedicated eastbound bike lane, but I worry about the westbound busses and bicycles getting in each others ways and potential for accidents there. Might work best if no bus stops on 43rd, but bus stops on Brooklyn instead.	This would be great if there are no vehicles on 43rd - makes it like a plaza and maximizes pedestrian movement. People will be crossing wherever they want, and vehicles would seem very problematic in this scenario. Would bikes have dedicated lanes or navigate with pedestrians?
08/20/2019 08:13am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Yes		.
08/20/2019 08:18am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Not sure	Seems dangerous for cyclists and pedestrians need wider walk ways. Rainwater runoff retention is important, but these areas will be difficult for people to maneuver around--this just isn't the place for this. I see no benefit to having one way vehicle traffic--the street will back up with people trying to turn onto U Way and Brooklyn. How would the post office be affected?	I strongly support this design. 43rd hasn't been open for years-- we can afford to give up parking in favor of wider curbless spaces for the heavy foot traffic that already occurs and will only increase with the light rail. Also, small businesses could have the benefit of outdoor seating. If there must be vehicles on this stretch of road it should be bus only. Only concern is that it doesn't negatively affect small businesses (deliveries).
08/20/2019 08:22am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Not sure	The landscaping is nice, but not practical for an area with heavy pedestrian traffic. The safe East bound bike lane is a useful addition for the one-way road.	This depicts a vibrant urban setting with the right amount of green space. It provides a welcoming avenue to the UW campus and could serve as a good setting for an open air Saturday market.
08/20/2019 08:32am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		Very nice. I like all the trees.

08/20/2019 08:40am	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Love that there are sidewalks for pedestrians and paths for bikers. However, there's only one lane for cars/buses -- if an automobile malfunctions, it'll probably lead to some congestion at least.	Love this design much better than #6. There's more space for automobiles and really like the landscaping (trees and street lighting on the same row).
08/20/2019 08:41am	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	This looks crowded and difficult to navigate. I'm concerned about having cars, buses, and bikes together in a small single lane.	This looks very inviting. I like the emphasis on pedestrian and transit access. It seems like many more people could move through here than if cars were allowed.
08/20/2019 08:42am	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	This looks crowded and difficult to navigate. I'm concerned about having cars, buses, and bikes together in a small single lane.	This looks very inviting. I like the emphasis on pedestrian and transit access. It seems like many more people could move through here than if cars were allowed.
08/20/2019 08:43am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	No	Why is the road divided by two green strips with only one protected bike lane? This makes absolutely no sense. Eliminate one of the green strips if not both of them and put the bikes next to the pedestrian path with one if not no green area. Traffic is a choke point there, you need to maximize road area, not focus on greenery.	It's not clear if this is the same view point as the SDOT picture but this looks better. I'd lay out more definitive bike versus car versus pedestrian paths however and though I like the look, I think you still need curbs in order to deter bad drivers and irresponsible bikers from veering into pedestrian traffic.
08/20/2019 08:46am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	that shared car/bike space doesn't look wide enough. why not protected bike lanes both ways?	that bus is always going to be waiting for pedestrians. can there be a crossing light?
08/20/2019 08:49am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Yes	Waste of usable space	This seems like the best plan for commuters, foot traffic
08/20/2019 08:50am	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	NE 43rd Street (one-way, westbound transit service)	Not sure	looks good	seems a little sloppy and chaotic
08/20/2019 08:51am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	It seems okay aesthetically -- I don't fully understand the importance of a west-bound one-way vehicle lane (perhaps for buses?). It seems like this thoroughfare needs to accommodate traffic (at least foot and bike) in both directions. I'm not sure about the asymmetry of the bike traffic. The drawing depicts an east-bound biker in a lane hugging the sidewalk... clearly looks like a bike lane, whereas the west-bound biker is thrown in with traffic?	I like the look and feel of this, blending the sidewalk with the roadway. I can imagine that bus in the background having a challenging time making forward progress with hordes of people meandering across the street.
08/20/2019 08:53am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Not sure	This rendering looks less bright compared to the other rendering from the UD Station Area Mobility Plan, so it already looks less desirable. It's unclear why there is a car in the bike lane (or a bike in the car/bus lane?). It also looks like there are two bike lanes--this is unclear and seems inefficient. Make one a sole bike lane--do not allow bikes on the road with cars/buses. While the trees seem nice, the landscaping overall is not well designed, and seems to block your visual to the other side of the road. Could have safety issues for the vehicles. All the roads seem to narrow--it looks like you're trying to fit too much in one street. The trees are taking up a lot of space. You have a person in a wheelchair in the rendering, which is laughable. The streets will be so narrow, it doesn't seem at all safe or easy to maneuver for anyone with a mobile disability. The traffic will increase immensely during the school year--there will be minimal room for anyone in a wheelchair.	You can tell that more money was spent on this rendering. I like the flat streets, seems easier to walk around and gives the illusion of having more space. It also seems like this area will be better lit. Overall, this is aesthetically nicer and will have room for the immense number of commuters.
08/20/2019 08:57am	On-street parking for non-commercial vehicles	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		Access for non-commercial vehicles?
08/20/2019 08:59am	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	I'm no urban planner, but auto traffic has adapted well to 43rd being closed to through traffic. I think restricting it to pedestrian, cycling, and plaza space might serve the area better than adding more cars.	Yes! Like this. Much better.
08/20/2019 08:59am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Would prefer no cars at all but if cars are essential, buffers are great.	If only buses allowed this is great. If cars and buses, this feels like more congestion.
08/20/2019 09:07am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	reducing traffic flow by creating another one-way street seems counterproductive.	whatever is done should not create a mugger's paradise.

08/20/2019 09:07am	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Great design but I think the street should remain two-way for cars, perhaps by narrowing the sidewalks and planting strips a bit. I think one way car traffic will cause too much confusion and restriction.	I like this better than #6. Pedestrian oriented but still allowing two-way car/bus traffic.
08/20/2019 09:11am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Too broken up. Seems a recipe for people cutting through planting strips and limited visibility for cars and pedestrians.	Much better. Attractive and not so cluttered.
08/20/2019 09:12am	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Safe bike lanes with direct access to the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes	Having cars go through looks like a recipe for a lot of accidents with bikes and pedestrians	This is better but the bus lane looks like it's open to too many accidents
08/20/2019 09:14am	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	Knock it off with the dedicated bike lanes already!	Looks pretty good to me. No other comments.
08/20/2019 09:18am	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Not sure		I did not get this survey until now and it is probably too late for my feedback.
08/20/2019 09:19am	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Why is there a car in that bike lane? Get it out.	s p a c i o u s ;)
08/20/2019 09:23am	Street trees and well-maintained, urban landscaping	Bio-retention areas for stormwater runoff in the street	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	It appears that there is a bike lane / walking path on the left side of the picture above. If there is going to be a dedicated bike lane (divided by the yellow line), I believe that there does not need to be the shared vehicle/bike lane westbound. Can the bike lane be slightly wider to accommodate both east/west cyclists?	The above proposed re-design looks great.
08/20/2019 09:27am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	I like the dedicated bike lane and the benches/ green space. I wonder if having cars at all is necessary?	I prefer the parklike feel of the other plan but like the wide sidewalks of this one.
08/20/2019 09:33am	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	looks like Bell st.	Looks nice but seems like it would displace businesses that are currently present.
08/20/2019 09:34am	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	Why a one way bike lane? Parsing uses at this speed doesn't make sense. Have it be a shared use space where all modes move at pedestrian speed.	This is better than the image for 6. Remove the lanes and signs. People should interact with each other.
08/20/2019 09:40am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes		Seems nice. I'm not sure about the buses being part of what seems like a pedestrian area but it's better than it being for cars, buses, and people.
08/20/2019 09:54am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	Designating areas for pedestrians, bikes, and cars would be nice. I don't really understand why a lane of eastbound traffic has been removed. This survey seems to assume I know and understand the different proposals quite well. It's honestly confusing. I don't understand question 5.	I honestly don't know what I'm looking at here. This is 43rd? Has the post office been removed? Are cars allowed to drive on the road in this scenario? Which direction am I facing?
08/20/2019 09:58am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Not sure	I don't understand the difference between the two bike lanes. There should be public trash cans.	I like the ample lighting and large space dedicated to foot traffic. There should be more public trash cans.
08/20/2019 09:58am	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	Please make it clean, attractive, beautiful and pleasant. The U-district is a filthy eyesore at present.	Make it easy to drop someone off or pick them up from a car.
08/20/2019 09:59am	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	On-street parking for non-commercial vehicles	Brooklyn Avenue NE (two-way transit service)	Yes	Combined bike/car/bus lane looks like a nightmare. I like the trees and brush, this is a pretty messy scene though.	Very pretty. I like the greenery and shops.
08/20/2019 09:59am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	the only traffic should be buses	More pedestrian friendly, but pedestrians shouldn't restrict bus traffic.
08/20/2019 10:04am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	What about dual-direction biking separate from cars? Or only allow buses and taxis/ubers, not personal vehicles.	The volume of people will create a constant need to stop for pedestrians at uncontrolled crossings. If this then no personal cars should be allowed - only buses and bikes, maybe ubers/taxis.
08/20/2019 10:09am	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	Safer/wider bike lanes please	Electric buses please
08/20/2019 10:20am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Compared to U District Mobility Plan, this design puts bikes over pedestrians (not preferred, especially near a light rail) and isn't as attractive.	This looks the best AND seems the safest. Win win!
08/20/2019 10:21am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Pedestrian and bike-only use (and exempt police/metro vehicles) would be best.	Need to patrol area for dog poo every 2 hours
08/20/2019 10:28am	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	Appreciate safe bike lanes and urban landscaping	Appreciate the urban landscaping and hope the sidewalk areas allow room for outdoor café seating. This proposal is also much more colorful than the previous one.

08/20/2019 10:36am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	No	Bike lanes should be shared marked multimodal path for bikes and electric personal assisted mobility device (EPAMD).	Bike lanes should be shared marked multimodal path for bikes and electric personal assisted mobility device (EPAMD).
08/20/2019 10:37am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	I love everything about this re-design except for the cars - unless there is an exception for pickup/drop off. If cars or transit is allowed, then a dedicated bike line should also be included.	I really like this.
08/20/2019 10:38am	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Does there have to be car traffic? It would be better if it were pedestrian/bike only.	I don't know whether those buildings are what it's going to look like, but I am sick and tired of those--I live on Capitol Hill and all the buildings now are boring mixed-use boxes with retail on the ground floor. Please make them interesting. Please have them match existing architecture. Please do NOT hire anyone who wants to put a "hat" or "spike halo" on top of a building and have it look like a giant shoebox. This is a pedestrian neighborhood next to a pedestrian campus, PLEASE make it human-scale and PLEASE make it match what's already here.
08/20/2019 10:45am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	Why is a car in the bike lane?	you shouldn't have a mid street crosswalk on 43rd. The normal cross-street crosswalks should be sufficient for ingress/egress to the station. Also most people will be going to/from the UW campus so you should prioritize East/West pedestrian traffic.
08/20/2019 10:46am	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Ability to close street for mid-week farmers market and festivals	NE 43rd Street (one-way, westbound transit service)	Not sure	I would prefer only one way transit in this area.	I like it
08/20/2019 10:53am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	Seems fine	Seems acceptable
08/20/2019 10:53am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes		I like this one better - improved pedestrian access and safety, especially with the addition of the train station
08/20/2019 10:56am	Bio-retention areas for stormwater runoff in the street	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes		No comments
08/20/2019 10:57am	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	Bad design as potentially dangerous given volume of likely pedestrians, many of which may jaywalk and not be seen by the landscaping.	This seems more logical of a design in terms of pedestrian flow and traffic, even with out a bike lane the reduced speed should help.
08/20/2019 11:02am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	This looks like it would possibly get congested but I am not sure	Rad--this is probably more realistic than the other one.
08/20/2019 11:03am	One-way, westbound bus service stopping at the light rail station	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	NE 43rd Street (one-way, westbound transit service)	No		Please create a bigger and safer bus stop. Thank you
08/20/2019 11:04am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	Car lane should be pickup/drop-off	ok
08/20/2019 11:05am	Widened sidewalks to accommodate projected 24,000 daily commuters	On-street parking for non-commercial vehicles	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	No	There needs to be equal access for all, by providing all transportation types for all. Cars are included in this access. There are many large families, disabled, and elderly citizens that really can only travel by car. I think this proposal embodies all ways to get around.	While increased walkways and green ways are needed and should be provided for the increased foot traffic, there will also need to be space for vehicles to get around as well. This would be more of an all inclusive plan for citizens who are disabled, or elderly patrons who otherwise would not be able to access the light rail walking, or biking.
08/20/2019 11:11am	One-way, westbound bus service stopping at the light rail station	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Why is there a car in the bike lane? Bikers should be in a protected area.	I don't see any protected bike lanes. I would prefer a layout that prioritizes accessibility for multimodal travel.
08/20/2019 11:16am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	NE 43rd Street (one-way, westbound transit service)	Not sure	Alternative 2 makes the most sense- it encourages people to use public transit and/or biking. The one way traffic above is an improvement but still will make crossing 43rd more difficult than the alternative plan.	With no alternatives, it's hard to comment.
08/20/2019 11:23am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	I like the green space, but would love to have the road restricted to bus and bike traffic only (no cars)	I like the brick accents and the lack of overhead wires, but would appreciate more green space.
08/20/2019 11:29am	Ability to close street for mid-week farmers market and festivals	Street trees and well-maintained, urban landscaping	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes		I love this one, fits in much better with the rest of the campus too
08/20/2019 11:38am	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure		love it!
08/20/2019 11:38am	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	NE 43rd Street (one-way, westbound transit service)	Not sure	Sharrows are terrible.	Need lots of plants and trees.
08/20/2019 11:42am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	It looks great!	This looks doable

08/20/2019 11:42am	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Can you make all of the streets in the U District look like this please?!	No cars? Nightmare for drivers trying to work around there.
08/20/2019 11:42am	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Can you make all of the streets in the U District look like this please?!	No cars? Nightmare for drivers trying to work around there.
08/20/2019 11:52am	One-way, westbound bus service stopping at the light rail station	Ability to close street for mid-week farmers market and festivals	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure		I like this redesign better because of the wide open space. But I'm confused if it's the same area as question #6 because the buildings are different (I don't see the post office and Crossroads store).
08/20/2019 11:53am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	On-street parking for non-commercial vehicles	Brooklyn Avenue NE (two-way transit service)	Yes	-	-
08/20/2019 12:10pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	Eww. Create a 2-way protected bike lane and loose the benches. Keep at least on set of trees.	If this plan is picked add a protected bike lane to Brooklyn Ave.
08/20/2019 12:44pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Widened sidewalks to accommodate projected 24,000 daily commuters	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	This proposal seems most realistic, especially given the current state of NE 43rd street. This re-design appears to provide safe spaces for different modes of transportation - but why is there a car on what appears to be a bike and transit lane?	This proposal looks good for pedestrians, but perhaps frustrating for bus drivers and passengers. It looks busy and unfamiliar (i.e., very different from current state). Where do bikes fit in here?
08/20/2019 12:53pm	Ability to close street for mid-week farmers market and festivals	Ability to close street for mid-week farmers market and festivals	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	ugly	good
08/21/2019 04:02pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Do not like cars on 43rd, would rather see 2 protected bike lanes. Appreciate how narrow the "car" lane is.	Need bollards to limit automotive travel. street lighting is rendered a little dated. Can you incorporate painted bike lanes in this scheme?
08/21/2019 05:34pm	Safe bike lanes with direct access to the light rail station	Bio-retention areas for stormwater runoff in the street	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Not sure	This is good. The trees create an actual barrier for bikers and pedestrians and will make it easier for them and the drivers because people will be less inclined to just be drifting in and out of the street. It's really important to have more designated bike lanes around campus connection to the burke and transit because right now bikers (including myself) face a challenge of biking in the street and having close calls on a weekly/monthly basis with automobiles or biking on the sidewalks around a lot, a lot of pedestrians. It just isn't feasible. People will still walk on the bike paths, but this will be a ton better.	I mean, it looks nice and all, but the street looking like an extension of the sidewalk and the lack of curbs is just going to lead to chaos as cars, buses, pedestrians, and bikers all try to co-navigate this space. It's just not functional.
08/21/2019 06:02pm	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	NE 43rd Street (one-way, westbound transit service)	Yes	It makes the open space feel cramped	I like how open this is and seems to accommodate all types of travelers (pedestrian, light rail, bu, bikes)
08/21/2019 06:24pm	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Not sure		I prefer this version of the design
08/21/2019 08:37am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Could the 2 pictures be any different. The SDOT artist needs to learn how to market their plan in the drawing a little better	Much nicer. I like this plan
08/21/2019 09:07am	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	Cars should not be allowed on this street. It's important to prioritize pedestrians in this area because a large number of people will be trying to go from the light rail station to the main UW campus. Cars will move a very small number of people compared to pedestrian or bus traffic, and will create traffic that will impede the ability to use buses to move these large numbers of commuters to the light rail station. Cars also decrease safety for pedestrians and cyclists on the street. As someone who sometimes drives to UW and sometimes takes transit, I see zero need to have cars on this street.	This is a much better plan - it is transit and pedestrian focused, which is important to efficiently move large numbers of people in the city. If people take light rail to this station, they will either need to walk or take a bus to their final destination. It's important to prioritize these travelers over drivers, since this street is immediately adjacent to the new light rail station and on a direct route to the main UW campus.
08/21/2019 09:16am	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	There is no need for cars on the street. The street will be much safer if closed to automobiles. The street will be highly accessible from anywhere in the city due to the presence of the light rail. Thus, it should be zone to accommodate high density of businesses and homes.	This looks more appropriately dense. Not clear to me how necessary buses will be on 43rd.
08/21/2019 09:23am	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	NE 43rd Street (one-way, westbound transit service)	Not sure	Too much going on	This looks really nice

08/21/2019 10:13am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Do not allow cars here - only bikes and buses! I don't think seating is a priority here, unless there are bus stops. Remove the seating and add a dedicated bike lane or expand the proposed one so it's not just counter-flow.	I like the idea of the curb-less sidewalks, but again, no cars should be allowed here. How can the design ensure that beyond installing signs?
08/21/2019 12:06am	One-way, westbound bus service stopping at the light rail station	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	NE 43rd Street (one-way, westbound transit service)	Not sure	This looks good.	Pedestrian only seems like a less efficient choice
08/21/2019 12:22pm	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	I would favor a bike lane AND a car lane to replace the two strips of plants and trees. The essential thing is for everyone to be able to smoothly navigate this street. Mixed bike/car lanes, such as currently exist on 10th Ave going up and down the north end of Capitol Hill, are problematic for both car and bike operators, IMO	I would need to know how far this plan would extend running east and west. If just 1-2 blocks, it looks great! Thanks
08/21/2019 12:44pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	This is closed and narrow. Too dark... Also do not like the mixture of bike and auto traffic...	I much prefer this one...much more open and light.
08/22/2019 01:29pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Bio-retention areas for stormwater runoff in the street	NE 43rd Street (one-way, westbound transit service)	No		Improvements to pedestrian safety would be great.
08/22/2019 09:23am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	Do you mean comment on the preferred proposal, all of the proposals, or the proposal that appears to be in the picture immediately above this question (which looks like alternative 3)?	Why does the 'more details' link go to another survey rather than information about the proposed mobility plan? Why do questions 1-3 default to a specific answer - are you trying to bias the responses to the farmers market answer? This survey lacks credibility
08/22/2019 09:46am	Bio-retention areas for stormwater runoff in the street	Safe bike lanes with direct access to the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	I like this plan with the separate bike and traffic lanes. I do worry that pedestrians will trash the green spaces if there are not clear footpaths to cut through them as people tend to walk everywhere and do not remain just in the crosswalks.	I love the amount of green and expanded sidewalks. There is so much foot traffic in the district, allowing space for people to walk safely and comfortably feels imperative as does having lots of options for buses.
08/22/2019 12:05pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	This looks like a good compromise.	I'm confused - is this section depicted here the part of 43rd that is between The Ave and Brooklyn? I thought the plans shared in the last question included this same section of 43rd. I like the other plan better.
08/24/2019 03:40pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	It looks a bit confusing and oversized. I really don't see why cars have to be able to use it either. How many cars are actually going to end up using this street?	Looks better than the SDOT design, but I'd like to see cars simply banned from using the street.
08/24/2019 05:34pm	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	It weird to see cars sharing space with bikes.	How will the streets make sure that cars can not enter? This one looks great. This one looks like it will support people walking to places which is already what happens in the UD, this would be a great addition to the place and make it more friendly to all persons.
08/24/2019 08:08am	One-way, westbound bus service stopping at the light rail station	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes		Please don't prioritise parking or car mobility to screw over transit and walkability.
08/24/2019 08:20am	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	One-way, westbound bus service stopping at the light rail station	Brooklyn Avenue NE (two-way transit service)	Not sure	I feel this design more hampers future expansion of transit service and it possible the bike lane might not support two way pedestrian safety.	It is my preferred if it adequately supports buses and can reach its goals for pedestrian movement. It is likely this station is going to be the preferred station for connecting to link near the UW and might be a better connection to link for campus buses. I kinda see around the station being the big transit hub along with or replacing NE campus parkway.
08/24/2019 10:05am	Widened sidewalks to accommodate projected 24,000 daily commuters	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Too much delineation of uses. Should be more flexible.	I support this concept
08/25/2019 09:06pm	Street trees and well-maintained, urban landscaping	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Not sure	Ugly. I don't like it.	Much better, choose this one.
08/25/2019 10:21am	Safe bike lanes with direct access to the light rail station	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Remove car access. Not necessary given the amount of roads in the area. With a high ridership prediction, pedestrian access should be 1st. Cars take up too much space and would cause many conflicts.	Better than SDOT option. Should be pedestrian bike only
08/25/2019 10:31am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	One-way, westbound bus service stopping at the light rail station	NE 43rd Street (one-way, westbound transit service)	Yes	Do not make 43rd 2-way and open to all vehicles. Will be just another heavily trafficked street feeding into 15th.	Need a way to ensure pedestrians don't get too skittish on this open concept road. Ball St Park is like this, and people still don't cross the street on desire paths (they wait for the cross signs) because cars speed through. I like the concept if it's bus and bike only.

08/25/2019 10:34am	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	Please do not allow cars on 43rd. This will put the 24,000 daily commuters in danger. I can imagine car jams of frustrated drivers similar to what you see through Pike Place Market downtown.	There should be physical barriers preventing cars.
08/25/2019 10:42pm	Ability to close street for mid-week farmers market and festivals	Outdoor café seating for local small businesses	Widened sidewalks to accommodate projected 24,000 daily commuters	Brooklyn Avenue NE (two-way transit service)	Yes	Bell st is a failure in Seattle. Car cut through all the time. Not enough business are along it. Let's rebuild 43rd better - no cars, no transit. Ped-priority with slow bikes and emergency vehicles allowed. The current proposal is too crowded and separated. It should be one big open space with less purposes.	Much better design than above one. Still needs improvement. The bus needs to be removed. People should be out in the street walking, pop-up vendors should be in the street. More room on in front of businesses for outdoor seating is needed.
08/26/2019 01:28pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Yes	NE 43rd Street has been car-free for a few years now with no noticeable impact. Let's keep it car-free.	I prefer curbs, but if the street is kept 100% vehicle free (no cars, no buses), I can live with it.
08/26/2019 07:17am	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Unusual, and does a poor job of connecting neighbouring businesses. There is an odd landscaped barrier that divides the sides is the street that is difficult to cross by pedestrians	Much better, unites the sides of the street and encouraged pedestrian mobility. Landscaping is still place making without being obtrusive.
08/26/2019 11:42am	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	Safe bike lanes with direct access to the light rail station	Brooklyn Avenue NE (two-way transit service)	Yes	This proposal is inferior to the U District Station Area Mobility Plan proposal. NE 43 St should be generally closed to vehicles between 15th Ave NE and Brooklyn Ave E to create a pedestrian mall between the station and the campus edge. There should be a marked bike path (2-way). Street should be totally level across entire grade. Trees/plantings and benches are appropriate. Space should be carved for businesses along 43rd St to apply for outdoor service (cafe/restaurant). Business access can be maintained with retractable bollards and allowed within permitted uses and times. For inspiration/analogues, please examine Buchanan St, Glasgow; Pearl St, Boulder; Occidental Avenue, Seattle.	As pictured, this is preferable to the SDOT proposal without qualification. A single-grade street with one-way bus is an acceptable, if imperfect option. Widen sidewalks to greatest extent allowable; remove some of the trees if necessary. This configuration does not require a dedicated bike facility.
08/26/2019 11:50am	Widened sidewalks to accommodate projected 24,000 daily commuters	On-street parking for non-commercial vehicles	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	There appears to be a dedicated bike lane on the left, so would prefer to remove bikes from the one-way car lane. I would be in favor of removing one row of trees to accommodate parking on one side.	Need to create defined sidewalks and pedestrian crossing areas if buses will continue to run on this street, otherwise pedestrians will cross anywhere and everywhere. I don't see any crosswalks in this photo.
08/27/2019 03:33pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	On-street parking for non-commercial vehicles	Brooklyn Avenue NE (two-way transit service)	Yes		I like this design because it creates more public space in the area. However, homeless drug users are a huge problem in the area and maybe loiter around if there is open public space!
08/27/2019 04:13pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Not sure	there should be no cars on 43rd between the station and campus. Use the space for pedestrians, bikes, and outdoor seating for cafes.	There needs to be very clear separation between pedestrian areas and vehicle areas. I don't see that in this image. There's one bus in the image, but there are lots of bus routes, and it looks like people will get run over by busses. Use Brooklyn Ave for bus routes--that's not a street pedestrians really use to get anywhere, since the destination is the UW campus.
08/28/2019 04:20pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Outdoor café seating for local small businesses	Brooklyn Avenue NE (two-way transit service)	Yes	Allowing one-way car traffic will not significantly improve car mobility, but it will significantly worsening pedestrian and bicycle mobility, safety, and enjoyment of the space.	Curbless design is excellent, we need more of it throughout the city. I appreciate the need for bus access but I predict that the road will be full of ride share if any vehicles are allowed through.
08/29/2019 08:13am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Street trees and well-maintained, urban landscaping	Brooklyn Avenue NE (two-way transit service)	Not sure	Concerned that this street would get clogged with cars.	Widen sidewalks as much as possible. Could be good if cars are prohibited. Should be as suited to people movement as possible.
08/29/2019 09:55pm	Widened sidewalks to accommodate projected 24,000 daily commuters	Street trees and well-maintained, urban landscaping	Safe bike lanes with direct access to the light rail station	NE 43rd Street (one-way, westbound transit service)	Not sure	Confusing bike path. Dedicated on one side, but shared in the other direction? Seems awkward.	Curbless design is inviting to pedestrians, which is good.
08/30/2019 08:28am	Widened sidewalks to accommodate projected 24,000 daily commuters	Safe bike lanes with direct access to the light rail station	Ability to close street for mid-week farmers market and festivals	Brooklyn Avenue NE (two-way transit service)	Yes	Don't allow vehicles on NE 43rd once light rail is here! This is a great opportunity to create a pedestrian/bike only corridor.	I like this option better than SDOT's version, but still would like to see the corridor closed to all motorized traffic - including buses. Place bus transit on Brooklyn Ave to ensure two-way bus service, which will help rider clarity & consistency.
08/31/2019 04:00pm	Street trees and well-maintained, urban landscaping	Widened sidewalks to accommodate projected 24,000 daily commuters	Bio-retention areas for stormwater runoff in the street	Brooklyn Avenue NE (two-way transit service)	Yes	Don't like that cars can still go down it.	Appreciate the street's use by pedestrians and transit, the absence of a clear bike lane or markings is notable.
08/31/2019 07:09am	Ability to close street for mid-week farmers market and festivals	Widened sidewalks to accommodate projected 24,000 daily commuters	Outdoor café seating for local small businesses	NE 43rd Street (one-way, westbound transit service)	Yes		Nice weather! I'm not sure if this depicts 43rd facing toward the station or toward UW



NE 43rd Street Improvements

The U District Mobility Group remains committed to a *holistic, multi-modal station area mobility plan for the U District*, so we are taking your feedback on the survey below and will post an update on this page when the survey closes. Please share your thoughts and check back on the results in about a week.

Thank you for participating.

Share Your Feedback

** Indicates required field*

1. What is your FIRST priority for the re-design of NE 43rd Street? * ⓘ

Ability to close street for mid-week farmers market and festivals

2. What is your SECOND priority for the re-design of NE 43rd Street? *

Ability to close street for mid-week farmers market and festivals

3. What is your THIRD priority for the re-design of NE 43rd Street? * ⓘ

Ability to close street for mid-week farmers market and festivals

4. In your opinion, which street can provide the most efficient transfers between buses and the light rail station in most directions? *

NE 43rd Street (one-way, westbound transit service)

Brooklyn Avenue NE (two-way transit service)

5. Should the public right-of-way of NE 43rd Street be employed to reduce the 5-acre deficit of public open space in the U District? *

Yes

No

Not sure

From the [Seattle Department of Transportation \(more details\)](#):



6. Please share your comments on the re-design of NE 43rd Street, as proposed by Seattle's Department of Transportation (above)?

From the [U District Station Area Mobility Plan \(more details\)](#):



7. Please share your comments on the re-design of NE 43rd Street, as proposed by the U District Mobility Plan (above)? * ©

SUBMIT

If you have any **questions** about the U District Mobility Group, please send to info@udistrictmobility.org. To **subscribe** for updates, complete the simple form in the page footer below.